

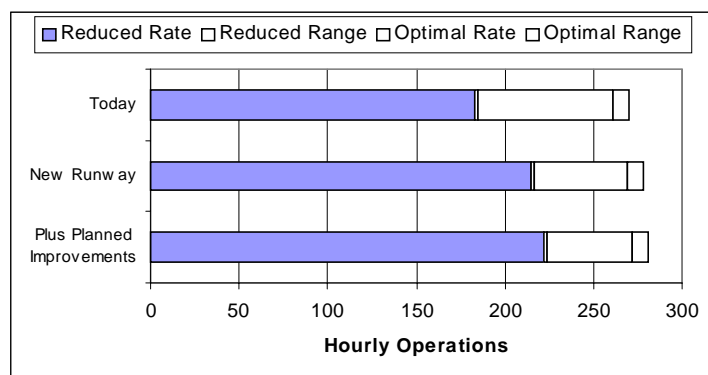
## Dallas – Fort Worth International Airport Benchmarks

- The current capacity benchmark at Dallas-Ft. Worth is 261-270 flights per hour in good weather.
- Current capacity falls to 183-185 flights (or fewer) per hour in adverse weather conditions, which may include poor visibility, unfavorable winds, or heavy precipitation.
- Dallas operates below its good-weather capacity throughout the day but these traffic rates cannot be sustained in adverse weather.
- In 2000, Dallas was ranked tenth in the country in number of flights significantly delayed (more than 15 minutes). It has slightly more than 2% of its flight delayed significantly.
- Dallas has 9 well-defined periods of highly concentrated arrival and departure traffic during the day.
- In adverse weather, capacity is lower and scheduled traffic exceeds capacity roughly 5 hours of the day. The percentage of significantly delayed flights doubles to 4%.
- A new runway, scheduled to open in 2007, is expected to improve Dallas capacity benchmark by 3% (to 269-278 flights per hour) in good weather and by 17% (to 215-217 flights per hour) in adverse weather. This assumes that airspace, ground infrastructure, and environmental constraints allow full use of the runway.
- In addition, technology and procedural improvements, when combined with the new runway are expected to increase the Dallas capacity benchmark by a total of 4% (to 272-281 flights per hour) in good weather over the next 10 years.
- The adverse weather capacity benchmark will increase by a total of 21% (to 222-224 flights per hour) compared to today.
- These capacity increases could be brought about as a result of:
  - Quadruple parallel instrument approaches.
  - pFAST, which assists the controller with sequencing aircraft, for a better flow of traffic into the terminal area.
  - ADS-B/CDTI (with LAAS), which provides a cockpit display of the location of other aircraft and will help the pilot maintain the desired separation more precisely.
  - FMS/RNAV routes, which allow a more consistent flow of aircraft to the runway.
- Demand at Dallas – Fort Worth is expected to grow by 21% over the next decade. The planned improvements, particularly those related to adverse weather, are expected to keep delays at or below current levels despite relatively high demand growth.

## Airport Capacity Benchmarks – These values are for total operations achievable under specific conditions:

- **Optimum Rate** – Visual Approaches (VAPS), unlimited ceiling and visibility
- **Reduced Rate** – Most commonly used instrument configuration, below visual approach minima

Scenario	Optimum Rate	Reduced Rate
Today	261-270	183-185
New Runway	269-278	215-217
Plus planned improvements	272-281	222-224



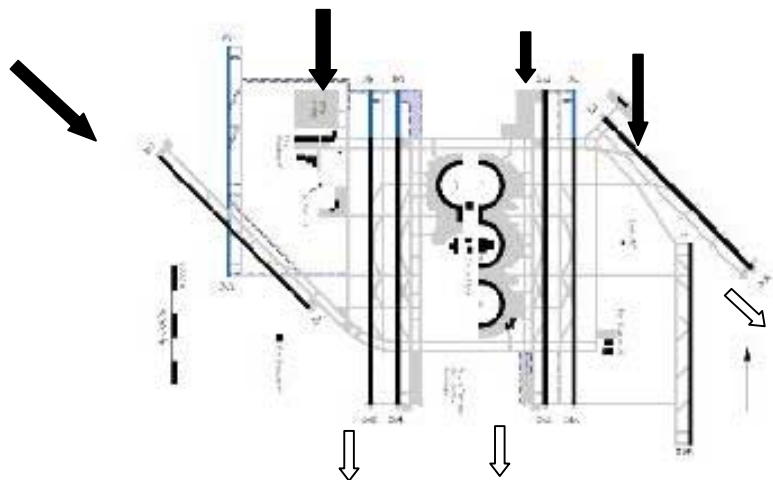
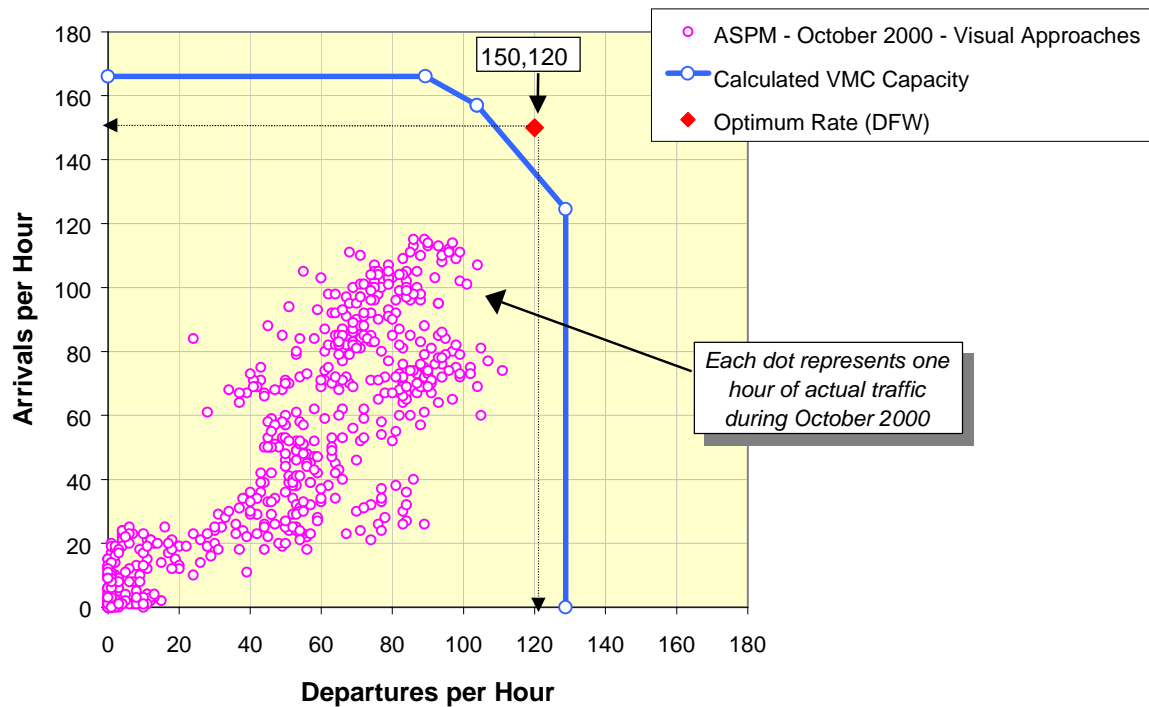
- The benchmarks describe an achievable level of performance for the given conditions, which can occasionally be exceeded. Lower rates can be expected under adverse conditions. Note: In some cases, facilities provided separate unbalanced maximum arrival and departure rates.
- Planned Improvements include:
  - Quadruple parallel instrument approaches
  - pFAST, which assists the controller with sequencing aircraft, for a better flow of traffic into the terminal area
  - ADS-B/CDTI (with LAAS) – provides a cockpit display of the location of other aircraft. This will help the pilot maintain the desired separation more precisely.
  - FMS/RNAV Routes – allows more consistent delivery of aircraft to the runway threshold.
- Benefits from Planned Improvements assume that all required infrastructure and regulatory approvals will be in place. This includes aircraft equipage, airspace design, environmental reviews, frequencies, training, etc. as needed.
- **Note:** These benchmarks do not consider any limitation on airport traffic flow that may be caused by non-runway constraints at the airport or elsewhere in the NAS. Such constraints may include:
  - Taxiway and gate congestion, runway crossings, slot controls, construction activity
  - Terminal airspace, especially limited departure headings
  - Traffic flow restrictions caused by en route miles-in-trail restrictions, weather or congestion problems at other airports

*These values were calculated for the Capacity Benchmarking task and should not be used for other purposes, particularly if more detailed analyses have been performed for the individual programs.*

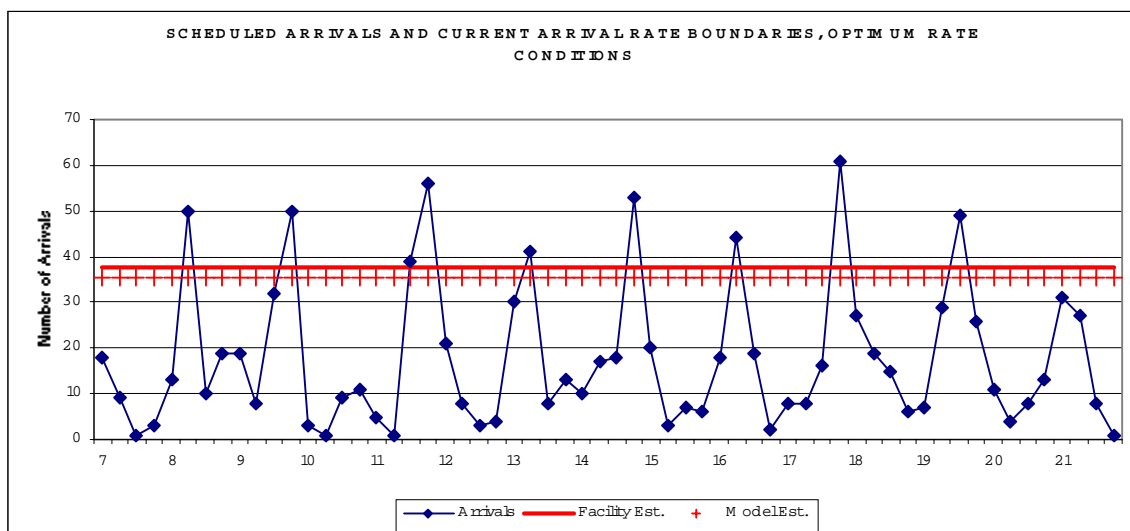
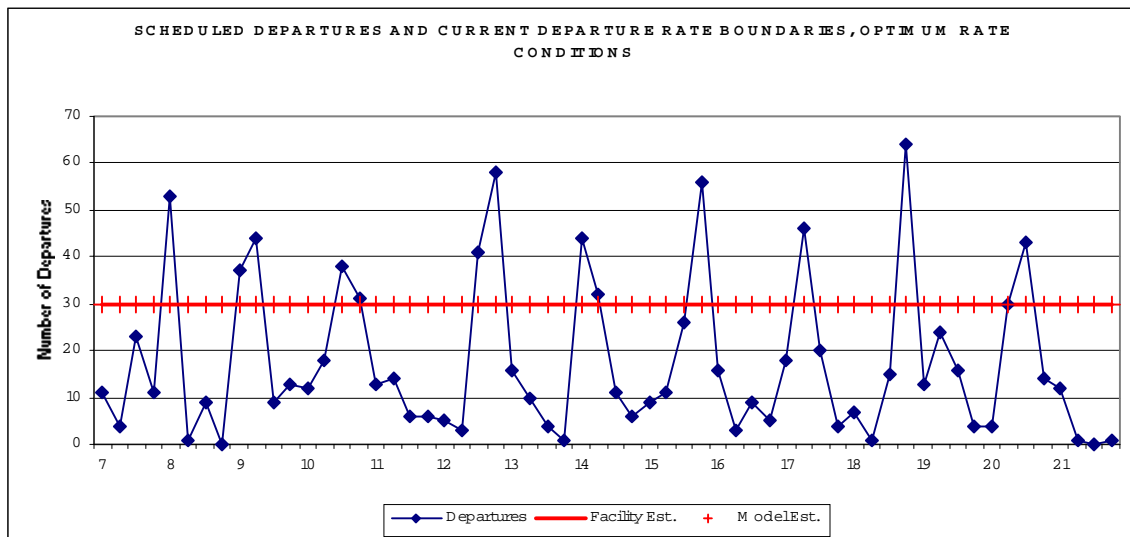
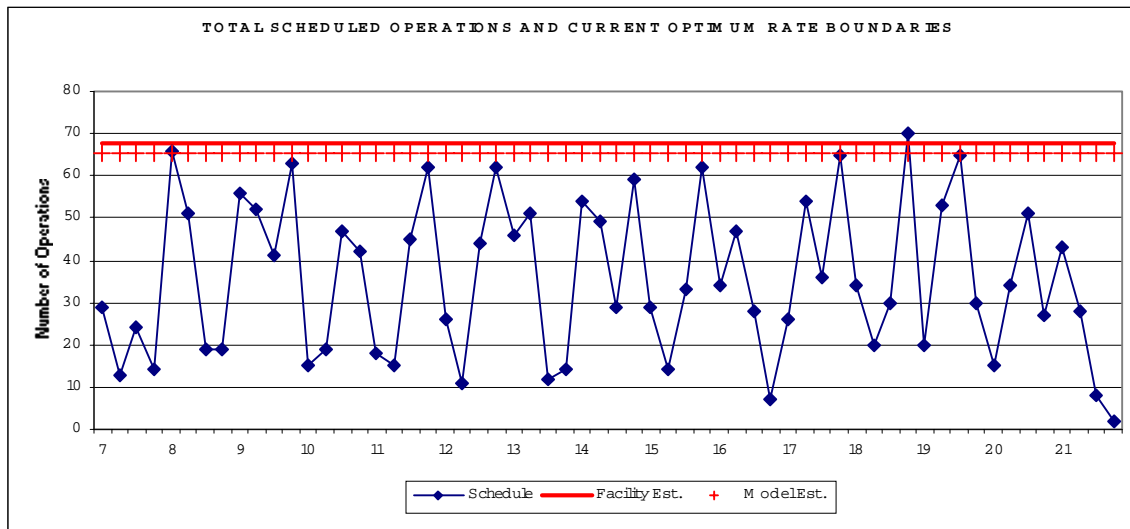
**The list of Planned Improvements and their expected effects on capacity does not imply FAA commitment to or approval of any item on the list.**

## Current Operations – Optimum Rate

- Visual approaches, visual separation – South Flow
- ASPM data is actual hourly traffic counts
- Solid line represents the expected limit of hourly operations
- Demand at DFW utilizes maximum rate only for short time intervals, due to taxiway and gate capacity – operational rate over an hour can therefore fall below the estimated capacity

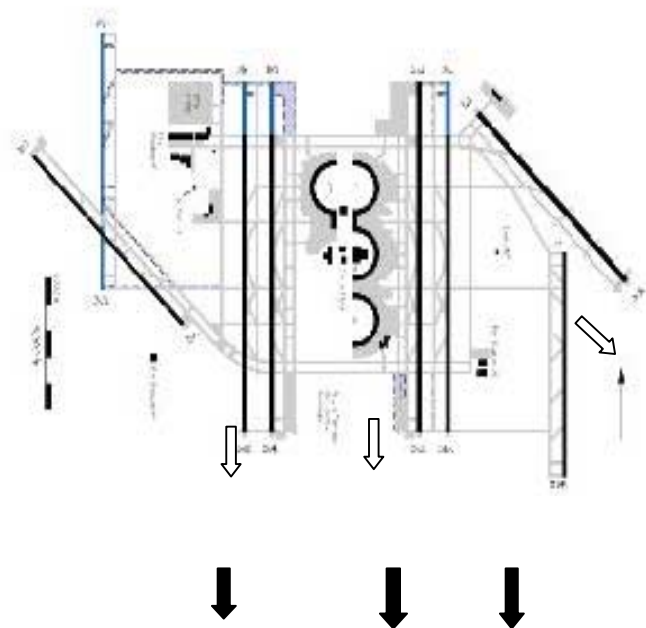
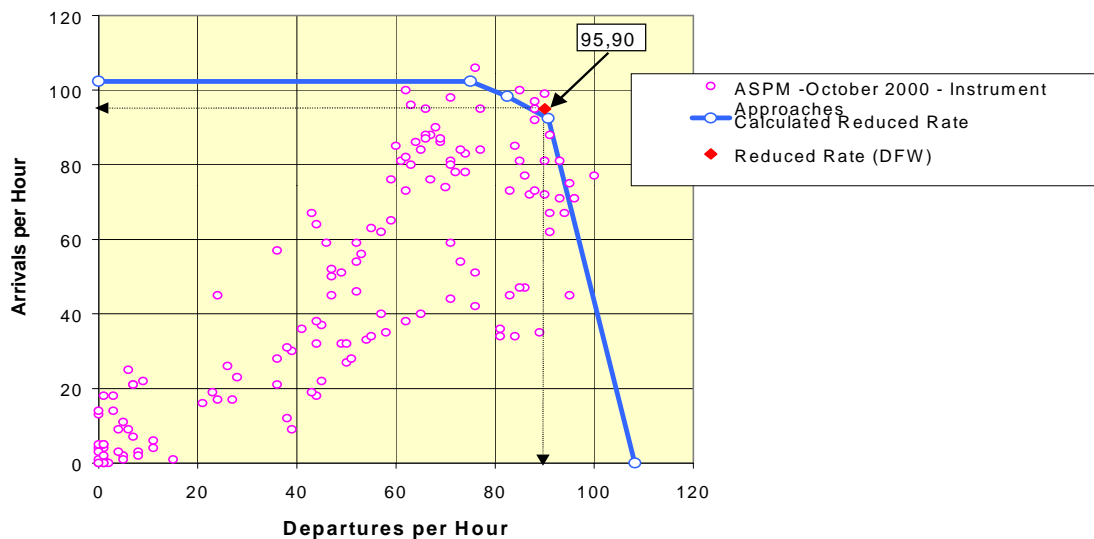


## Scheduled Departures and Arrivals and Current Departure and Arrival Rate Boundaries (15-Minute Periods) Under Optimum Rate Conditions



## Current Operations – Reduced Rate

- Instrument approaches (below Visual Approach Minima) – South Flow
- **Calculated rate:** Below minima for 13R, above minima for independent operations on close-spaced parallels
- **DFW Reduced rate:** Below minima for 13R, dependent operations on close-spaced parallels
- ASPM data for “Instrument Approaches” can include marginal VFR, with higher acceptance rates
- Chart below represents observed hourly traffic and expected rates in terms of operations per hour



## Scheduled Departures and Arrivals and Current Departure and Arrival Rate Boundaries (15-Minute Periods) Under Reduced Rate Conditions

